

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



May 15, 2014

File Number: XREQ2014050005

Bill Gamlen
Chief Engineer
Sonoma-Marin Area Rail Transit District
5401 Old Redwood Hwy
Petaluma, CA 94954

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter Guerneville Road At-grade Highway-Rail Crossing, CPUC Crossing No. 005-55.30 and DOT No. 498565T in the City of Santa Rosa, County of Sonoma

Dear Mr. Gamlen:

This refers to your letter dated May 2, 2014, received by us on May 5, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Guerneville Road at-grade highway-rail crossing (crossing) of Sonoma Marin Area Rail Transit District (SMART) track in the City of Santa Rosa (City), County of Sonoma. The crossing is identified as CPUC Crossing No. 005-55.30 and DOT No. 498565T.

The single track crossing is equipped with one curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm), one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm), one median mounted Commission Standard 8 (flashing light signal assembly), one median mounted Commission Standard 8A (flashing light signal assembly with additional flashing light signals over the roadway on a cantilevered arm) and two curb mounted Commission Standard 8 warning devices. Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per day at a maximum speed of 45 mph over the crossing. North Coast Railroad Authority (NCRA) is the State agency charged with bringing freight operations to the Highway 101 corridor. NWP is the freight operator contracted by NCRA. SMART transit passenger service is scheduled to begin in late 2016 with a projected 32 trains per day. The average daily traffic on Guerneville Road is 24,514 vehicles.

The proposed alterations as indicated in the request letter and/or shown in the attachments shall consist of:

- Constructing a new siding track approximately 15 feet west of the existing mainline track;
- Constructing precast concrete panels for the new siding track;
- Relocating the existing eastbound Commission Standard 9A warning device to accommodate the new siding track;

- Relocating the existing eastbound median mounted Commission Standard 8 warning device to accommodate the new siding track;
- Relocating the existing Commission Standard 8 warning device in the northwest quadrant to accommodate the new siding track;
- Modifying existing median on the west side of the tracks to accommodate the new siding track;
- Constructing new AC walkways in the northwest and southwest quadrants;
- Constructing a 4 foot high fence between the tracks and the walkway in the southwest quadrant;
- Constructing curb, gutter and Americans with Disabilities Act (ADA) compliant precast concrete sidewalks in the northeast and southeast quadrants;
- Installing ADA compliant detectable warning strips on all sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Installing new street signage and striping as shown on plans.

Commission's Rail Crossing Engineering Section (RCES) staff has investigated SMART's request, and finds it adequately addresses compliance and safety. As SMART, NCRA, and the City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter, attachments, and summarized above.

SMART must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2012 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, SMART shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at

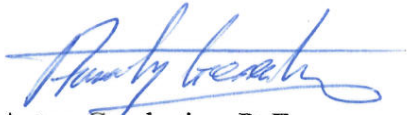
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<http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SMART should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov .

Sincerely,



Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings Engineering Section
Safety and Enforcement Division

C: Rick Mosier, City of Santa Rosa (SENT VIA E-MAIL)
Mitch Stogner, NCRA (SENT VIA E-MAIL)

